FORMULA 2 REVIEW

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JUNE 1977

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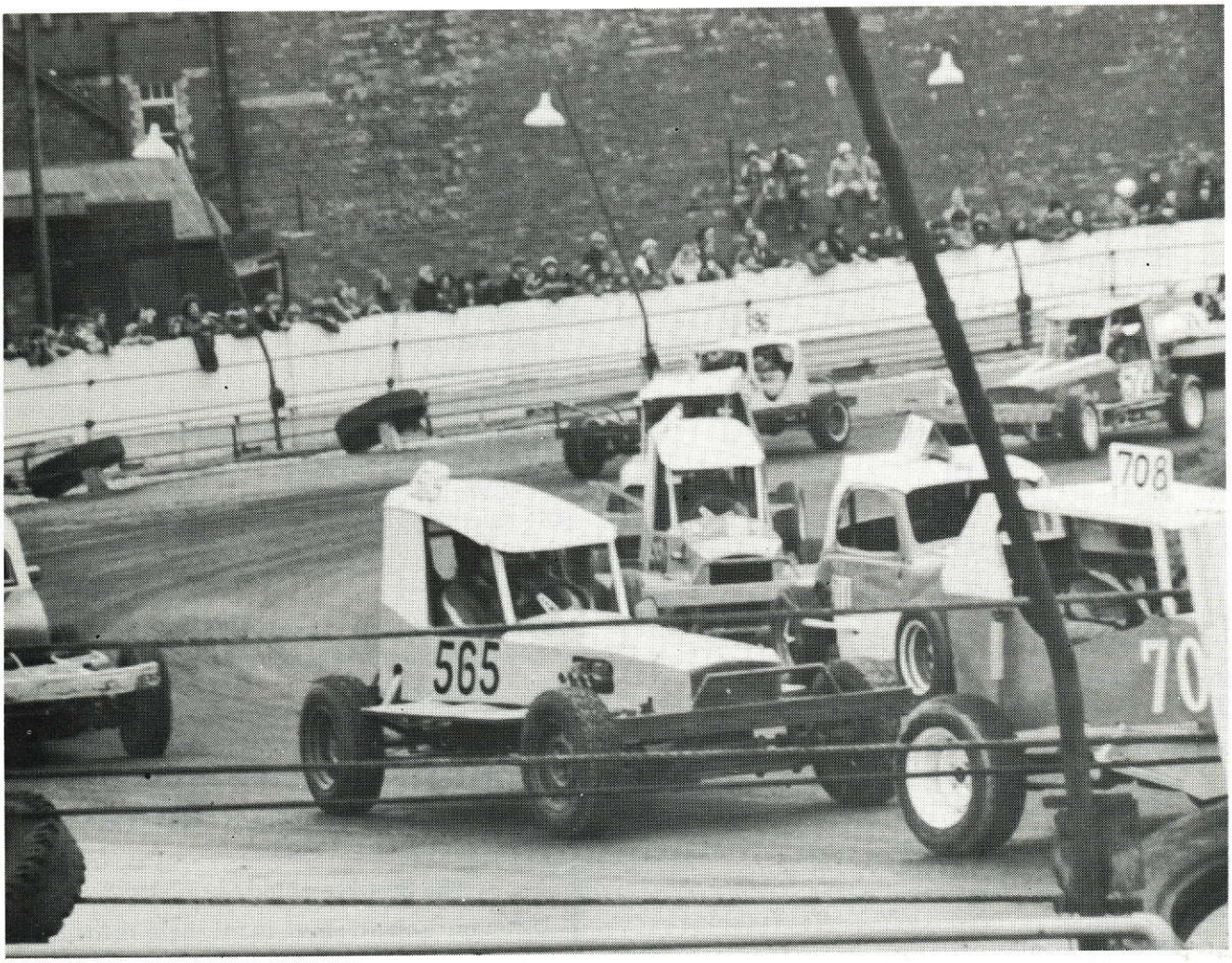
The Magazine for Formula 2 Stock Car Enthusiasts.



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1977 Official Fixture List

MAY
29 Rochdale, Hartlepool mixed, St. Day

JUNE
5 Bristol
6 Long Eaton, Newton Abbot 3.00 pm, Nelson, Aycliffe
7 St Austell 7.45 pm
11 White City
12 Northampton
14 Skegness, St Austell
15 Newton Abbot
19 Hartlepool mixed, Taunton, Rochdale
21 St Austell, Skegness
22 Newton Abbot
25 Nelson
26 St Day
28 St Austell
29 Newton Abbot

JULY
1 Reading
2 White City
3 Hartlepool, Bristol
5 St Austell, Skegness
6 Newton Abbot
9 Long Eaton
10 Taunton, Rochdale
12 St Austell
13 Newton Abbot
16 White City
17 Newton Abbot 3.00, Hartlepool mixed
19 St Austell, Skegness
20 Newton Abbot
22 Reading
23 Nelson
24 Northampton mixed
26 St Austell
27 Newton Abbot
28 St Day
31 St Austell 4.00 pm S.F., Rochdale

AUGUST
2 Skegness, St Austell
3 Newton Abbot
4 St Day
6 White City
7 Bristol S.F., Hartlepool mixed
9 St Austell
10 Newton Abbot
11 St Day
13 Nelson
14 Taunton
16 St Austell, Skegness
17 Newton Abbot
21 Rochdale, St Day
23 St Austell
24 Newton Abbot
27 White City
28 Bristol
29 Nelson, Aycliffe, Taunton, Long Eaton, Newton Abbot 8.00 pm .
30 Skegness, St Austell
31 Newton Abbot

SEPTEMBER
2 Reading
3 White City
4 Taunton FII World Final
6 St Austell
7 Newton Abbot
11 Hartlepool, Rochdale
13 Skegness
17 White City
18 Newton Abbot 3.00 pm
23 Reading
24 Nelson, Long Eaton
25 Bristol

OCTOBER
2 Newton Abbot 3.00 pm, Rochdale
7 Reading mixed
9 Taunton
15 White City
16 Newton Abbot 3.00 pm G.N.C.
23 Hartlepool mixed, Rochdale
29 Long Eaton, Nelson
30 Aycliffe, Hartlepool

NOVEMBER
5 White City

NB: Newton Abbot, St Austell and St Day *weekday* meetings commence at 7.30 pm

S.F. Semi Final
G.N.C. Grand National Championship

Front Cover Photograph
The FII's rolling lap at Hartlepool, 10th April.
K. Watson

Back Cover Photograph
George Pinder Speeds by as 628, 770 and at the rear, 607, all have a cosy get-together.
R. Roberts

OH NO . . . IT'S COMPETITION TIME

Eh up its magic, 'tis really, for this year we are giving another new trophy!

The Best Presented Car of 1977

Different isn't it? Well chaps, here is the low-down on the competition. The trophy goes to the driver who at the end of the season has done the best job of keeping his car in a well presented state. Roof colour, age of vehicle, meetings attended, will all have their part to play in deciding the winner. No good at all having a first rate car that has only raced once, or one that gets loaded up if it starts to rain, and just think, it goes on all season and it costs nothing to keep a car clean, does it?

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FORMULA 2 REVIEW

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VIEWPOINT

Hello, good afternoon and welcome to another brand new edition. Once again the month of June is upon us with all that it has to offer, just before the middle of the month comes what promises to be a cracker of a meeting at Northampton. That is one meeting that skint or not I am going to be at, it sure might provide some leading ideas on new and exciting ventures. Then right in the middle, comes the start of the regular Auto Speed fixtures at St. Austell and Newton Abbot. I must point out at this point that the St. Austell meeting of June the 7th will take place at 7.45 not 3.00 as previously advertised.

Response to our Miss Formula 2 Review contest has been a little slow, so come on chaps let's be all having a look at her, the holiday won't be won for some time yet but the finalists have to be selected. Oh, just by the way, what have you thought of the racing lately? Just thought I would ask in passing. If what you have seen is as good as what I have been watching you must have enjoyed yourselves. A host of new machines, a great selection of new drivers and some super action. What more could one ask?

Apologies are due to those of you who felt that some of the photographs in last month's magazine were not up to standard. You are right, they were not. Worse than that they were all mine and it was my fault, unfortunately. I can only hope that this did not detract too greatly from your enjoyment.

That is it for now so hopefully I shall be writing to you all again in just a month's time. So be good . . .

Ivor Vaughan

Well, I hope you're all sticking it pretty well out there, saving all the money you would have spent on drivers' rosettes and stickers to buy your special Jubilee hat, lavatory seat or whatever. Having decided for myself that what I wrote last month was a load of rubbish, following a couple of National meetings, I'm convinced I'm talking to myself as no one has written in and told me so!

Brafield, I thought, was like 'Ryvita'; a real cracker, with SW, NE and NW representatives taking part. Many unknown quantities proving that with experience and perhaps the right gearing could soon be dominating 'us down yer', not that I consider it a battle, of course. Dave Walton became the first northerner to register as red in the National gradings on May 1st proving his point by winning a heat at Northampton. However, on a more general note; B.B., as you can see, is still atop the tree, and at the time of writing has only been beaten three times in the races he has finished. Ho, hum, who's got the tin tacks? Who knows? Could it be RG who could take the lead off his proverbial coil, or could Funky Sid take the pip from his proverbial raspberries? All I know is that Bill's 70 points clear after 1 month and summut ought to be done about it, pard!

628's Road Rat has undergone an overhaul and personally I think looks worse, but for a red bit which comes down to the waistline. Garry Hooper is still beyond words and those who think Brian Taylor needs a new 'un say oi! The smartest new car comes in at number 7, scoring those 104 in just five meetings. The champion of the whole wide world (and Tanganyika) appears to have lost his Somerset passport and Ian appears to have lost his interest because he's selling up and may the lord strike down all yellow tops that get 3rd's in Finals. Richard 'Paddy' Parker now appears to have adjusted to the tarmac racing, which means less of the broadsiding around Bristol which perhaps lost him time and places. The car might bring back memories of the Crowland Jackdaws but Howard Cole wasn't the constructor of this baby. Les Palmer has done himself proud with his new paint job and is said to have traded in his boxing gloves to obtain his fancy wheels, 528 is a new entry at 15 with 53 points. The thing is, can you have a star Star Stopper? I think we may soon have unless someone affects sabotage in a similar fashion to B. Batten on the 'flying' 652 machine. Pity about the rollover, George, but congrats for the 21st May when he becomes a son-in-law and Caroline becomes an auntie or something, anyway, they're getting wed. Cornwall's answer to John Noakes, Skivell should have his new one out by the time you read this, which features I understand a body ('77 interpretation: roof guttering) from a Cortina. *Must* be a first. Notable additions this month: Hartlepool's new 'star' Peter Wright, 21st: Chris Butler, 25th Team Polar Bear Capt. Ray Lines; Geoff Buck – really professional NW man, in at 35 and Midlander Dick Young. I mean could you *share* an ex-Pete Poole car and still be a yellow top?

Final message, if you're struck down tomorrow with a 16ton weight, just think yourself lucky you're not in the Taunton fence(with Roy Dyke).

Alan Benson

P60 * TOP 60 * TOP 60 *

Psn/Mth This	Last	Car	Rider	Total	Grade
1	1	667	Bill Batten	234	*
2	6	800	Roy Goodman	164	*
3	13	656	Sid Collings	128	*
4	3	628	Kevin Stack	120	*
5	2	686	Garry Hooper	111	*
6	5	547	Brian Taylor	105	*
7	–	728	Graham Bunter	104	*
8	8	778	Colin Higman	102	**
9	4	784	Ian Illman	94	*
10	10	75	Wilf Blundell	83	*
11	7	527	Tony Hooper	77	*
12	11	530	Jeremy Deeble	68	*
13	12	607	Neale Sillifant	64	*
14	–	630	Paddy Parker	58	A
15	–	528	Les Palmer	53	A
16	15	652	George Pinder	45	A
17	9	553	Mike Nancekivell	44	*
18	–	583	Dave Brown	44	A
19	22	688	Alan Eastment	38	A
20	27	542	Brian Holmes	36	A
21	–	694	Peter Wright	34	A
22	–	532	Roy Dyke	34	A
23	15	582	Barry Moore	32	A
24	–	555	Dave Walton	29	*
25	–	632	Chris Butler	21	C
26	–	560	John Moore	20	B
27	–	640	Graham Jude	20	A
28	–	572	Tony Beadle	18	A
29	–	556	Frank Horner	17	A
30	19	595	David Bunt	17	A
31	16	587	Paul Weekes	16	A
32	18	613	Ray Lines	15	A
33	36	516	Norman Butcher	14	A
34	–	586	Vic Mitchell	14	A
35	–	704	Geoff Buck	14	*
36	–	753	Andy Morris	15	*
37	–	573	Tony Kirby	14	B
38	–	596	Rob Shipman	13	B
39	–	534	Ray Harbud	12	B
40	–	732	Trevor Greaves	12	C
41	–	574	Andy Horton	12	C
42	–	544	John Lumley	12	C
43	17	571	Neil Johnson	11	A
44	–	604	Alan Shelper	11	B
45	28	545	Geoff Sambells	11	B
46	–	733	Jim Barrie	10	A
47	–	602	Mike Longstaff	9	B
48	–	626	Dave Lawrence	9	B
49	25	506	Stu Mensley	9	B
50	–	723	Alan Warriner	8	*
51	26	518	Alfie Vowles	7	B
52	–	194		6	C
53	20	520	John Bush	6	B
54	21	558	Ernie Rice	6	B
55	–	662	Robbie Randall	6	*
56	34	624	Ray Hill	6	B
57	–	581	Jon Kirkpatrick	5	B
58	29	562	Richard Doidge	5	B
59	31	504	Dave Govier	4	B
60	–	567	Dick Young	4	B

Safe Side Story

After reading over last month's efforts, I'm afraid I have to give myself a hundred lines and go and stand in the corner. I was definitely a bit unfair to F1, it must have been all that rain that fell at Northampton, or just the cold, because I really took it out on the big 'uns (see I didn't even call 'em tra*ctors). This month I shall repeat, I've done all the 'hail Marys', or was it bloody Maries, and I went along to Mendip raceways up there in the Antarctic to give 'em another chance.

I'm glad to say they proved me wrong, the Bank Holiday meeting was well worth watching, and I thoroughly enjoyed myself watching chissy show everyone how to get around that tricky circuit. King Chissy is back, and the can of Gold paint has been ordered for September already.

Whilst we're on the subject of Mendip Raceways, 'scuse me for asking, "Mr. Dommett, sir, where is that piece of music gone, you know, the 'Mendips Song'. The music that has *always* been played on the rolling lap at Mendips since my Granny was a little girl? Mendips ain't Mendips wivout it – so stop messing around and let's hear it again, or else I won't buy any more of your stickers and rosettes to go on Auntie Ethels Morris Minor. (Did you know, a Mendip raceway sticker strategically placed in the rear window adds 2mph to the top speed of a Morris Minor, and if you put a rosette on the radiator – wow, it blows yer mind).

I'm still waiting patiently for the day when Gerry holds a combined F1 and F2 meeting up at Cheddar, the obvious choice of venues, and we can have a F1-F2 match race, Bill versus Chissy? Definitely the Mendips highlight of the season.

On the formula two front there seems to be a shortage of cars, due to a fair number of drivers dropping out, but there's no shortage of action, and praise must be given to John Penny for trying to put into words that final dice between Bill and Roy at Newton. Bill still seems to be carrying on from last year and is pretty uncatchable, his engine seems to have just that little bit more go than most, but there's no taking it away from him, he don't 'alf drive good. Once Roy gets the challenger's handling sorted there could be a bit more competition. I thought Wilf Blundell was going to provide Bill with some sort of challenge, but when he gets into the lead and sees Bill up behind, what does he do, waves him on – rubbish Wilf, you don't win races or supporters that way, stick to it and make 'im get past the proper way. There seems to be a lot of apathy on behalf of some of the red tops in using the bumper on 667, he don't bite you know. There's only a few drivers who will have a go at him, 800, 728, 686, 527, 652 are all I can think of, apart from white and yellow tops, who'll always have a poke when the opportunity arises. The biggest offender of the lot for being frightened to use the bumper on Bill comes from Ottery St. Mary. Don't get me wrong, the last thing I want to see is a destruction derby, just a bit more resistance – not so much of the 'after you sir'.

Team Pork seem to be going places this year with Graham Bunter driving better than I've ever seen, but the driver who has impressed me most is 688 Alan Eastment; no way will he stay a white roof, and he don't move over. (What have they done with Rosie?)

It is also good to see fellow Bathoman 508 Richard Rodgers (Trigger) travelling all over in an effort to lose that white lid. The ex Hoskin car is putting up quite a battle, being quite obstinate at times, but he'll master it, and gain a yellow roof.

Although it's said every year, just to be different, I'll say it again, car preparation is at an all time high with some excellent looking machinery around. 528 Les Palmer, was the most recent car to make an impression, a really good paint job, and some smart wheels, that seems to be the 'in' thing this year. Are Aerofoils becoming non hip? An alloyw wheel was even spotted at Mendips this year, on a banger.

As I finish this neatly typed but badly spelt article, a big thanks to the driver who has been giving me the most entertainment so far this year, who is he? None other than 656 Funky Chicken himself, Sid Collings. What a bloke, in for a penny (sorry J+M) in for a pound, driving in real stock car manner, get in there and sort 'em out Sid, never lets anyone past if he can help it, and if they do get by, they'd better get their hoof down, or that bumper comes in good an 'ard. His only fault is that look of complete disinterest when he goes on his Victory lap, come on Sid, give us a smile.

There was only one correct answer to last month's quiz, and he could only manage the second one. The writing was very untidy, and the name was unrecognisable, but the postmark was 'Templecombe'. The winning entry – (1) Pass (2) Yes, I've sold it!

But it didn't mention who to, (perhaps that's why Sid don't smile). See you on the Terraces.

Pete Osmond

FII Interview

"What's it like being a stox super-fan?"
Formula II Review interviews John Penny

FIIR How long have you been stox racing, John?

JP Mm, six full seasons. My first meeting was in 1970, a very wet Newton Abbot.

FIIR How many meetings do you do a year?

JP Well, we built up from only about 30, I think it was in '71, to 50, 60 etc., to 1975 when we totalled 96 and over 21,000 miles for the sport alone, last year we only did 84.

FIIR You see both Formulae, Brisca FI and FII, which do you prefer?

JP Neither really! What I mean is, both can be fantastic but a brilliant FII meeting is better than a brilliant FI meeting, if that makes sense. As we — that is my brother Martin and usually Rich Blackmore — see a cross section of both, we can enjoy both. It annoys me when some idiot will say FII is rubbish when they see one meeting, and the same goes for those who say the same about FI. Most weekends during the summer we do FI on Saturday and FII on Sunday, plus of course the bank holidays and mid-week West Country meets, so we're really into both formulae. Yeh, you can't beat it, Coventry, that lovely shale track, then blast home or stay with friends, then hurtle off to Taunton or Newton next day!

FIIR You write in various stox publications. Do you think fans should get involved with the running of the sport?

JP Yes and no, the fans, paying public or whatever you want to call them, will always have to pay to get in, whereas opinions from the drivers or promoters sides will always have some interest for themselves, so what the paying spectator wants is what should be provided. I've sometimes thought I'd been too involved, but I hope that what I do is of use and in some way helps further the sport. It's a way of life, isn't it? Such fantastic entertainment, too.

FIIR Have you ever considered "Having a go?"

JP Yes, several times, but I don't think my nerves could stand it! I'm a wreck after some incredible race just watching, let alone driving in it! I don't think my wallet could stand the strain these days, anyway, pardon the cliche.

FIIR You've started racing a banger though.

JP Yes! I'd hoped you weren't gonna mention that actually! No seriously, I have been rather unkind to banger drivers in the past. I think it must be a snobbery of some sort. I wanted to get on the other side of the fence, and frankly, Littlewoods excepted, it's the only way I'm going to do it, and it's marvellous fun, and that seems to be the object as far as I can see amongst the other banger lads — to have fun, even though we are racing. 'course, its cheap too, £125 has got me fully kitted out.

FIIR Do you think that stox is a natural step to make from bangers?

JP Well, it might not be for me, but it seems to be for a lot of drivers. I always remember my good friend and promoter Keith Barber telling me in the course of long 'phone conversations, what good banger, or bomber or whatever he calls them, meetings he'd had — and I used to laugh but he always insisted it was necessary as a training ground, for FI especially, and he's been proven right, for many a driver made the grade from bangers to stox — John Thorpe, Earl Boot, Graham Blundell I think, oh, there's lots.

FIIR How do you think FII fares in the future as oval sport?

JP Well, oil permitting, I should say pretty well, providing of course that we have the drivers. Brisca FII looks like being Nationwide again and more, but the fixtures will have to be carefully looked at to ensure the spread of drivers is not too thin. One FII meeting at a time is okay, if they clash, that could ruin it, and most important, the promoter is not getting good value action-wise to make sure the public enjoy what they see enough to come back again. There's nothing like plenty of cars to keep the punters happy!

FIIR On the subject of enjoyment, what got you interested in the first place?

JP The rough side of things I suppose, yes, definitely. But once you can read a race and understand what is happening, then the crashes are just a part of the scene which have to be accepted from the drivers point of view. These are inevitable due to the big number of cars going so fast, plus of course, contact is allowed. That's another thing Keith Barber said, in the Wembley programme I think it was. The difference between Football and Rugby is the difference between "straight" motor racing and stock car racing, that being the competitors are allowed to come in contact in the latter two. Nobody cries down rugby, so why should they cry down stox? It's all a question of getting public recognition and acceptance before we can be a true established sport. Wouldn't that be nice, stox on

"World of Sport", "Match of the Day" would be off, and replaced by "Meeting of the Day". Oh well, just a passing thought!

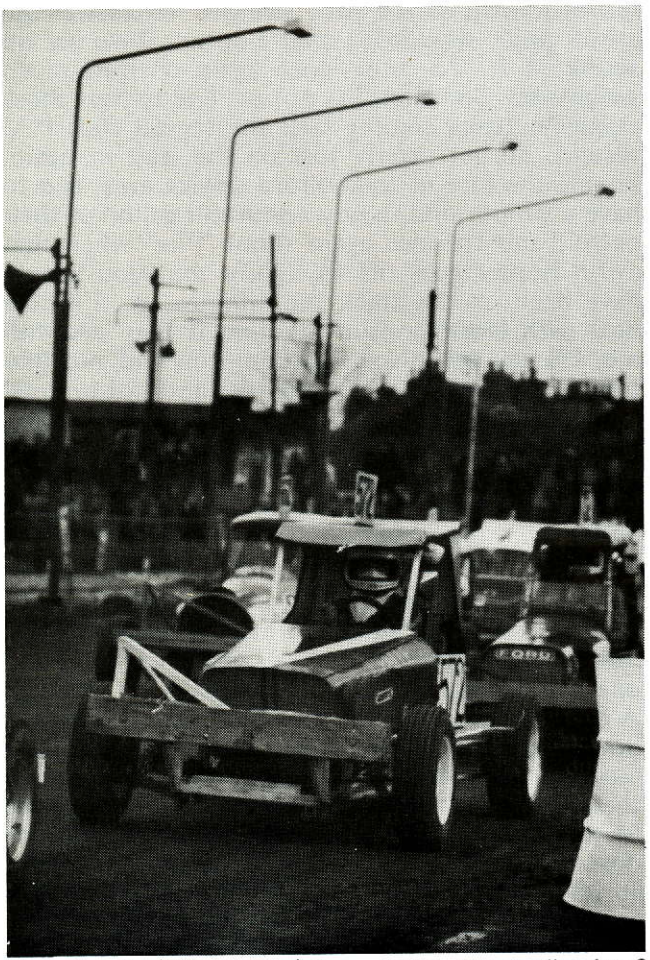
FIIR What do you feel could be done to improve public relations in one sweep?

JP Well, it's impossible really, but the name "stock car" would have to be the first move I think. I find it a real embarrassment. Tell people you go stock car racing and their minds conjure up a picture of 1954. I remember BRISCAR was suggested, the British Short Circuit Association Racer or something, a great idea! Tell people you go watching Formula Two Oval racing and they won't immediately throw up a barrier in their mind. After all, the expression stock car must be the biggest misnomer this century. People expect "stock cars" to smash each other up, when racing is the name of the game, after all.

FIIR Well, on that somewhat controversial note, I'll say happy spectating, John, be it at Hartle pool or St. Austell, Nelson or St. Day! and thank you.

JP Thank you, and all success to your magazine.

John Penny



Tony Beadle (572, Yellow) Long Eaton, 9th April, takes 3 3rds. Winner 'Top Points' at Hartlepool in 1976. *K. Watson*

SEEN AND OVERHEARD

Colin Otterwell 541 who made a determined bid to remove the Weymouth fence last year in his ex-Graham Bunter car, has now decided to declare it unfit. We understand he has purchased the car of 783 Barry Rygor who has been forced to temporarily retire to concentrate upon his business.

* * *

Imagine the disappointment of one young supporter recently when on his school report his religious knowledge teacher noted "Bill Batten is not God." That may be true, but it continued "Stock car racing is not a religion", on that score the learned gentleman is definitely out of touch.

* * *

Many people are asking why Bill Batten will not partake of the Grand National event when he has won the Final. The reason is that the Handicap has been increased to a full lap, and Bill doesn't reckon wearing out a motor when he has little chance of winning. Sounds to us like the Supporters Club need to apply a little pressure, but Bill is not apparently in need of the points!

* * *

We hear that the 1977 778 car has already begun to change hands. We understand that a deposit has been paid and that the new owner will take possession before too long.

* * *

The 1977 800 machine was apparently a bit of a handful for the first few meetings with a tendency to spin out rather easily. Those at Taunton watching on April 24th were alarmed to note the inside front wheel lifting up to six inches off the deck coming out of the corners, but the car was handling a lot better. Reason? A lengthening of the wheelbase.

* * *

Dave Bunt is going very well in the old Ivor Harding car that his father Nigel drove last year, but now the outfit is up for sale. Maybe a new demon machine is on the way.

* * *

Nice to see some Northern red tops on the grading list, and congrats to 555 Dave Walton for his first rosy roof. We are urgently in need of more information and photographs from the North, East and West, so please send us anything that you can lay your hands on. This is *THE* Formula Two magazine and covers the whole country, wherever the action be.

* * *

One of the sports occasionally 'naughty boys' in the past, Les Palmer, has turned out a really smart new machine and is getting the results with it. The sponsor whose name is all over it is new to the game, and a manufacturer of gas log fires, and with excellent signwriting, and pretty paintwork, the car is a very good advertisement for him.

This Month with Graham Bunter

What has happened to the AA/WTV Grand Prix Series has been a regular feature of my conversations with various people in the last month, so, dear reader, time to reveal all, as Hercule Poirot ousts the villain from his lair. Well, there are no villains really, but the contest has undergone a bit of a face lift since last year, and the details are as follows. I must stress first that this is as proposed at the moment, as no final decisions have been made, although by the time that you read this, they may have been. *The dates of the rounds are as follows:*

Sunday May 15th	St. Austell	3.00 pm
Wednesday June 15th	Newton Abbot	7.45 pm
Sunday June 26th	St. Day	3.00 pm
Sunday July 31st	St. Austell	4.00 pm
Thursday August 4th	St. Day	7.45 pm
Friday September 2nd	Reading	7.30 pm

The drivers are selected, with all the top lads and a few good triers to make up the number, with local top scorers who may not travel often to make up a full field of 25 cars every time. This will get over the problem last year when some of the rounds a long way off were poorly supported by drivers. The points system will also be different. Instead of the random draw, the first event will be a normal graded start, and from then on the top scorers will start at the rear of the field. Points will again be awarded for ten places, and at the end of the rounds, a Grand Final will be held at Newton Abbot on 2nd October, which will consist of 16 top scorers, plus three drivers from each of the regions, i.e. North West, North East and Midlands, each of which are hoping to run a similar televised competition, again hopefully with the AA backing, to make a real National series.

So there you have the Grand Prix Series, '77 style. I cannot tell you how many rounds will be televised, but further details will follow as time goes on. We have a Committee meeting coming up soon to decide such details, and no doubt I shall be able to report further after that. Also still to be decided is how the World Championship should be run, with the cars in the remainder of the country to be included, with all the different engine specifications. Maybe you have an idea as to how this can be fairly resolved, if so, let us know. I do hate referring to the 'rest of the country', but as we have no regular correspondence as yet in the North West or Midlands and I have not been up to take a look myself, its the only way it can be at the moment. We do need news and photos from the rest, so send it along to Ivor or me, no matter how lowly! I'm off to White City tomorrow night to try and stop Bill winning another Final (pigs might fly) so maybe I shall have some first hand experience.

A whole host of new names in the Grading list this month, and again a truly National picture emerging. We have a North Eastern Red Top, Dave Walton, and several blues, Geoff Buck, Frank Horner, John Moore and our very own Lisle Hobson, no doubt putting the ex Ian Illman tool about to good effect. Welcome to the business end of the grid to Vic Mitchell, Paul Weekes, Graham Jude and Dave Bunt, not forgetting fellow Porker Alan Eastment, all of whom will soon find out what ten red tops on your back bumper can do! I remember the first time I was blue, way back in 1970, after an early season scoring spree, and finished up scoring three points in the remainder of the season. Oh lucky lads! Its all different now, of course, they don't know what it was like in the old days . . .

Enough reminiscence. Back to the business of the day. Our sellers should be selling the Stock Car Monthly, an illustrious publication put together by Keith Barber, former stock car driver of both formulae, and now promoter at Long Eaton. This is the result of an exchange deal with Monthly and Review, such that readers in both areas can easily obtain the other publication if they wish. I try to follow Formula I as much as I can, although I hardly ever see a meeting, just to know what is going on because after all, we're all Brisca boys. We don't need to insult Formula One to get headlines. Monthly are also covering as much of the Northern and Midlands Formula Two action as they can, so they may cover the ground that we cannot for the time being, and its something to read on the way home, isn't it?

I know its a long time ago, but it was nice to be back at Northampton. To see cars from all over the country, and zoom along on those great wide open spaces known as the back straight. To answer the critics again who insist that Formula Two has no action in it. To muse once again on how much weight Bev Greenhalf has put on, and to hear those exquisite tones coming over the crystal clear P.A. system. To get utterly lost on the way in, again, sample the fare of the Oxford service area, and to have a whip round to buy a souvenir gallon of their petrol, and to once again shout 'Fire' when that awful hooter goes off to signify that you should have been on the track ten minutes ago. I'll do a deal with Northampton Stadium if they are with me, I'll call the place Northampton and not Brafield if you call us Formula Two and not juniors! I do sincerely hope that this planned 100 car meeting does come off, for the sake of the stadium and the sport as a whole, and if it will help I wouldn't mind coming in twice to increase the numbers. Seriously though, folks, nag your local driver into it, and tell him to be there. Sunday June 12th.

Before I go, ten out of ten for Gerry Dommett for a mammoth Easter Sunday presentation of Midgets, Stock cars, Bangers, Hot Rods and an all girl Band one day, and almost as much again on the Monday. A big thumbs down for the 75 versus 607 game at Smeatharpe, sore heads for Will Bird and Dave Govier at the same event, and a loud hiss for Ivor the editor who won't show me the photos of all the lovely ladies that he has had for the first Formula Two Review Beauty Contest. You have sent yours in, haven't you? Well, why not? I can think of many avid fans who are beautiful (and a few who defy description) but its the lovely ones we want, and don't forget there is a free Wilf weekend to the winner. I might even enter myself. See you on the rostrum.

GREATEST OF THEM ALL

Being somewhat fortunate in being able to term friends of mine two slightly younger Bill Batten fans, who would never accept the idea there is or has been a better driver, set me thinking. When trying to prepare a feature such as this, a certain amount of opinion and a little less cold fact is inevitable, for this I must crave the readers indulgence, for all of us see things in a slightly different light and my views may easily differ from anyone elses, and probably in fact do.

Without a doubt on current form, using the word current in its loosest possible context, for the present form goes back at least to 1974, when he first won the National Points Championship, must be the one and only Bill Batten. Various engine problems in '75 helped him lose the stripes, but last year he regained them in a champion's style. One title that seems fated for Bill is of course the World Championship. Naturally Billy is still young, he has a good outfit of mechanics. All this helps, but being only in his eighth season he has a long time to go before he reaches the successful service of. Naturally, Roy Goodman, racing stock cars when I was just starting school in 1954, took to Formula 2 like a duck to water, and won the Gold Top the very first time it was available. Indeed, has nearly made it on more than one occasion since. Nearlies don't count as loud as actual achievement however. Achievements in the National Points Championship are very different. This one he has taken no less than nine times. Possibly I will receive storms of protests, but this is largely due to number of meetings attended and not by reason of race wins. Roy in my mind has a hard driving style and bags of aggression, but lacks the finesse to challenge the racing drivers; such as Tom Pitcher, the first man ever to win the Gold Top twice, once at Rayleigh on the shale in 1968, and of course at Mendips in 1973. Tom an artist at his racing, went everywhere in pursuit of his racing, always campaigned a top line car and won with an unparalleled degree of success. Seldom racing mid week because of his business commitment, but come the weekend from St. Day to Kings Lynn, 795 would be in attendance and carrying the flag around.

Only other man to win the Final on either loose or hard surfaces is, of course, Dave Brown at Brafield in 1971, and that superb drive at Wembley in 1974. Driving is Dave's thing. He may not race an impeccable car, but he sure as eggs can drive, in probability possessed with as much, if not more, natural ability than any other driver in formula two. I for one wish that the business pressures could ease and that we could see the 583 mobile back on the tracks regularly. Successful defence of the championship – of course there is only one man ever to have attained this pinnacle – none other than Colin Higman, whose driving ability is beyond question, he is a superb racing driver, never risking a chancy move, clean crisp smooth in action, Colin could well make it three in a row on September 4 at Taunton, and break another record. There is of course another Cornishman that is a living legend, sadly not on the racing scene any longer, a maestro performer and a man unique in formula 2, the only man ever to win the double. The World Championship and The National Points Championship – yes, 689 Johnny Marquand–a legend still in many areas of the sport and without doubt one of the finest drivers that ever raced.

These are but few of the long list of challengers for the title of 'Greatest of Them All'. There are many others that space simply does not permit me to mention. My mind is however, made up on one issue, for you the greatest is the driver, regardless of grade achievement, of age, no matter whom that may be, that YOU favour. My lasting hope is that all the supporters of the sport may regard their hero with suitable admiration and that unlike some sports, we never become in any way involved in violence between rival fans. I would be most pleased to hear from readers on their choice and reasonings in their own personal choice for the title .....

Greatest of Them All!

IJV

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ASK FOR **KEITH CLEMENTS**

DID YOU KNOW

Did you all have a good Easter? No? Well hard luck, I did, and if you missed any of your share of action then you probably didn't enjoy yourself like I did. Good Friday at St. Austell, I had the chance of the year to see Graham Bunter win heat and Final; I will bow to the greater experience of an experienced lap scorer, saying that he did not win the Final. However, I cannot and will not accept that Sid should not have been black flagged when his car, once more, started to fall apart all over the place. Mind you, I haven't seen a black flagging at St. Austell for a long time, wonder if they have got one? In my book Graham won that Final and my mind will never change on the subject.

Seemingly I did manage to upset someone again last month. Hyper Stox Fan, John Penny, this time, by allowing to reach print that he is now racing himself. IN A BANGER. So just to see John's eyes pop again, I thought I would make my own comments on his performance, if by any chance his post isn't bent by now. He really is driving with a certain, shall we say, gusto. He might win a race yet!

Wilf Blundell, now there's a man that I had to fall out with recently. Do you know he has got enough meetings up north this year that he need not come down to the South West? So I had to let him know on behalf of all you lucky people that he has got to come down 'cause we want to see him, really we do. Don't we? Stock car racing without the occasional visit from the Isle of Man just wouldn't be the same would it? Being a good lad, he promised to get along when he can.

Many of you no doubt, like me, are wondering what has become of the AA/WTV GP series. Well, in the absence of any formal comment from the powers that be, it appears that Auto Speed Circuits will be on their own in the venture this year. What has happened to the other promotions is unclear.

Crashing in on a situation recently, I was able to witness the sad departure to a new home of the Mike Nancekivell mobile. Harvey the hair has promised it a good home and Mike was at that time ruminating upon the amount of work still left to be done on his new fully independent steed. Hope he finishes it before too long.

Have you noticed the difference in Les Palmer of late? There was a time that I thought he only set out to aim at people, but of recent time, the car has had a complete refit and a superb paint job and is really being driven. I do declare that if he continues in this fashion he will fare far better. Rewarded already with some nice tidy wins, there is an element of resemblance in the driving style of Colin Higman. So Les you've shown how you can drive, let's see some more of it, eh.

Gilson Rowe, the ambassador for home improvements, 526, I hear has sold his vehicle and taken to the fishing rod. Pity that, for Gil always turned out well and had a lot of potential.

Seemingly once more the magic of 583 was back with us over the Easter holidays, scoring some very tidy places in the ex-1974 vintage Howard Cole mobile, that has seen a lot of modification since Howard sold it. Welcome return it was, but I can only hope along with all Dave's many friends, that pressures of his business don't keep him away so much this year.

Our intrepid correspondent from the North East, Lisle Hobson, in a recent communication advised that even more cars are being prepared in that region. One of the problems they seem to be working on is a better repair time for damaged cars. There seems to be a lack of mechanics who can have a racer back on the track in the time it takes to run the next heat. Teamwork lads, that's the answer. Many are finding the poor old standard crankshaft and con rods are simply not up to pulling more than 8000 revs and consequently blown motors are a serious problem. (Henry I am sure never meant a 1200 Ford to pull even 8000 R.P.M.) I am sure though that part of the fun lies in solving your own problems and very soon the drivers in the North and East will be ready to take on the South West on even terms.

BANGER SLANT

Hello, its nice to be back, even if as a last minute stand-in for my successor on this page of magic. I only hope I can do justice to the style that all fans have become accustomed to over the last few months.

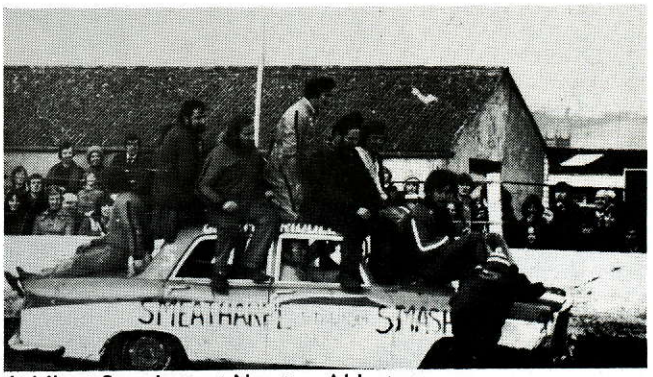
Brian Lovell in traffic

There seems to have been an abundance of good racing of late, if you have been fortunate, as I have, to be in the right places. Whilst I hear of races with as little as five cars elsewhere in the west, it is pleasing to witness the never ending cavalcade roll onto the lovely Mendips Raceway. There would seem to be a belief in the promoter's head that a good collection of cars makes for entertaining viewing, and of course this is very much the case, even if it does mean that the term 'straight racing', when applied to Mendips bangers, usually contains all the ingredients for mayhem of the first order, Naturally with fields of this size the victor is a very worthy driver.

Only ever so slightly smaller entries are ever present at Taunton, where large but suitable fields of machinery regularly hurtle with gay abandon round this very tight and tricky circuit. There are those, no doubt, who would say that Smeatharpe is dominated by the duo of Franny Radford and Kevin Stack – to some extent this may still be true. Refreshing it is though to see some of the regular stalwarts taking their share of the trophies, for again, since the last issue, Father Phil Foxwell has been rewarded with another trophy to put on the shelf at The York. I smiled as Father climbed from his car to take his trophy; on went the trilby, just like a Bill Batten trick, and indeed there was Phil all dressed up like a corned beef inspector as he went off on the lap of honour. Drivers in this region seem to be really into well turned out cars and it is indeed pleasing to see that with the right approach we may see banger racing achieve the public acclaim it deserves. Brian Lovell really deserves a prize for the turnout of his new J.C.B. G.T. Very smart Brian.

Reliable sources inform me that not too long ago the good ladies of Churchinford laid a challenge before the smashers team captain John Govier, to partake in a women-versus-the-men race. John, it is reported, was reluctant to accept the challenge on the grounds that someone could get hurt; perhaps the pride of the males could be dented. Whether it will happen remains to be seen, but the thought is certainly interesting isn't it? With that I will leave you. Until we next meet, I wish you all lots of fun.

Brian Vowler


Jubilant Smashers at Newton Abbot.

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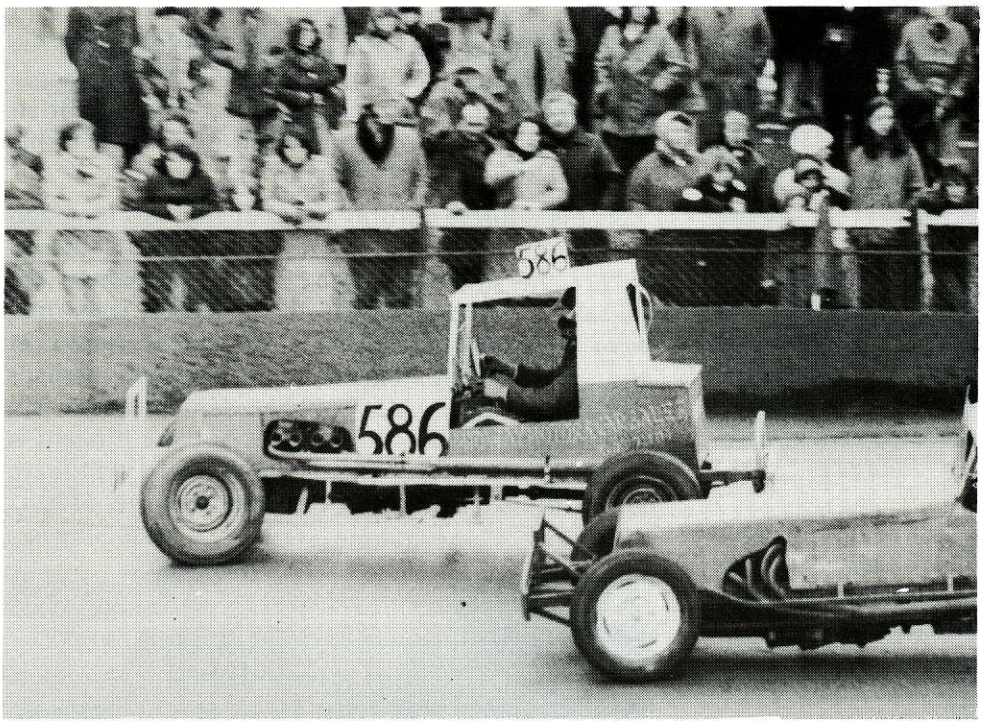
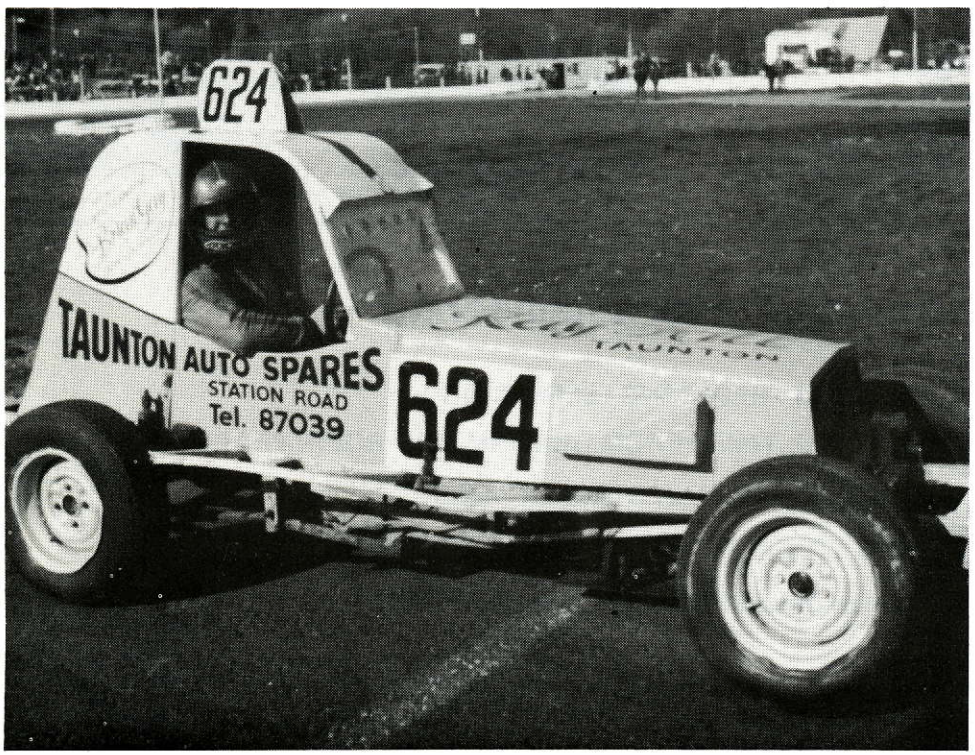
Early Season

With the coming of any season of racing all the, dare I say, old campaigners, s
but it is always refreshing to see the antics of some of the new drivers. 197
would wish them, each and every one, all the luck in the world. Regretta
promising attributes, but I have attempted to cover some of the performer



586 Vic Mitchell. *A determined trier; took to the tracks at the end of last season and after a winter refit, is going quite well. Now venturing to tracks all over the west and giving a good account of himself wherever he races will surely be up a grade or two quite soon.*
Age 32. **Home,** Highbridge.
Ambition: To get up with the stars.
First raced: 1.8.76 at Weymouth.
Reason for starting: Came and watched, liked it — and decided to have a go!

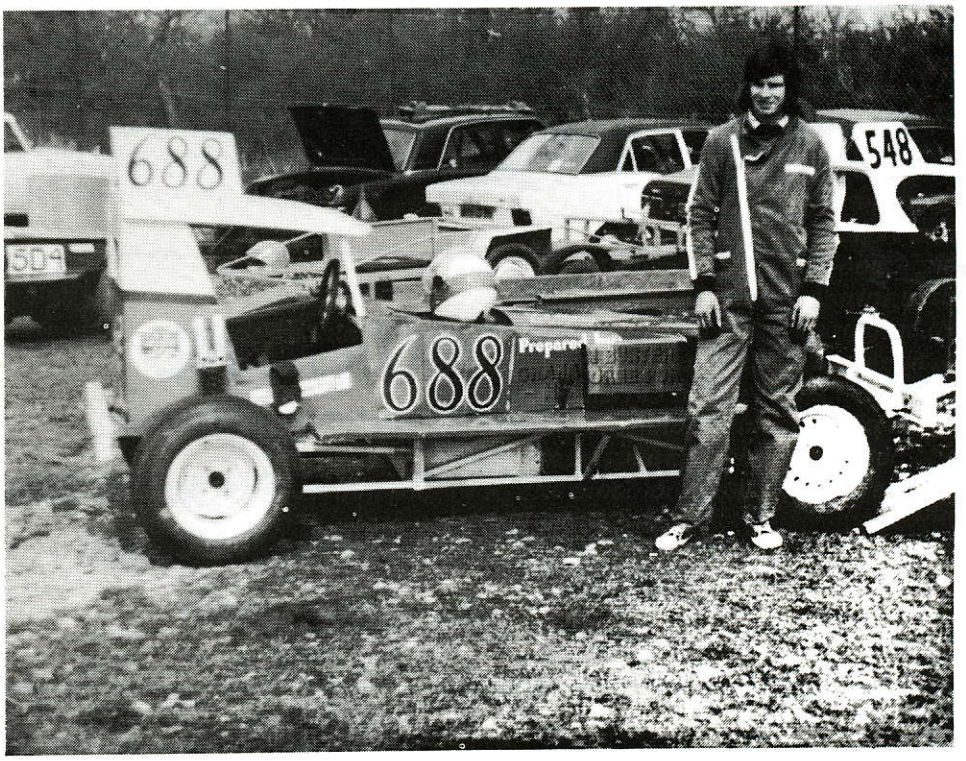


624 Ray Hill *'Trying' is probably a good narrative. Sadly Ray often tries too hard and turns it round to look back from whence he came. Once he gets to grips with this problem Ray is going to be up and among the placings more regularly, sure as eggs is eggs. A philosophical kind of chap who seems to be able to take all the bumps and still come back another day!*
Age 39. **Home,** Norton Fitzwarren, near Taunton.
Ambition: To provide himself with a lot of personal satisfaction.
First raced: 2.1.77 at St Austell.
Reason for starting: Following Nick Edwards.

Novice Parade

eem to come back. Inevitably some decide that enough is enough and pass on, 7 seems to be a vintage year for really promising novice drivers and as always I ble it is that mention cannot be made of all the new drivers that have some that have attracted my personal attention for the various reasons indicated.

628 Kevin Stack. *What you say is true. Kev ain't no white top—in fact when you read this he will sure as hell be a star grade driver. Seems impossible that in the space of time since the season started he has made it all the way back the field, but true it is. Many feel that as a star he will not score. I think they are wrong. He has been driving everything else on ovals a long long time with great success, and the experience should stand him in good stead.*
Age 26. **Home,** Willand nr Collumpton.
Ambition: Shortest number of years to become world champion.
First raced: 2.1.77 St Austell
Reason for starting: Having done everything else on oval tracks was bullied by supporters club into stox.



688 Alan Eastment. *A most likeable chap is Alan, with a sense of humour that blends well with other members of the Team Pork Brigade. Alan even managed to retain a grin when surveying the damage done to his car at St Day in his first attempt at the production of — wait for it — Rolled Pork!*
Age 23, **Home,** Bruton near Wincanton.
Ambition: To become a star driver.
First raced: 8.7.76 at Weymouth.
Reason for starting: Always wanted to race something and liked the look of stock cars.

STOCK CAR STALWARTS

As far as stock car racing goes, the number 613 is unmistakable: it has always belonged to the same person. It has not appeared on a great variety of cars, but it has been seen virtually at every stadium that has presented the sport since 1961.

Living in a suburb of Southampton with wife Janet and children Richard and Joanne, Ray Lines, to those of us who know him, is a constant source of humour and interest. As a man, he very often appears to be half asleep, but he misses very little and drives a stock car with a remarkable style and verve that is seldom copied. It would be fair to say that Ray's cars have never won prizes for their presentation, but they have always been competitive, and of latter years have seemed to take until August or September to get sorted out, and start winning. Last year, for instance, 613 took heat and Final, at Weymouth, and won races elsewhere, like St. Austell — where Ray likes racing because the journey down is a pretty one! Lines logic, that is, but you see on Wednesday nights, Ray usually plays badminton!

Mr Lines Snr., runs Lines Motor Works in Southampton, and Ray works for his father some of the time, but also has a factory maintenance firm of his own. Regarding hobbies, Ray loves horseracing, and has a horse of his own, which is not all that successful but does compete! Having raced since the days of Matchams Park, when Ray and George Kneller (612) used to make the trip up to the New Forest with many other Southampton drivers, he has never let his racing take over his life as many others have, but has raced as and when he wanted to, going up and down the grades, but never quite making Red roof. One of his crowning moments was at Wembley, when leading the Champion of Champions race, he spun out on the start line and utterly blocked the track! His race wins have been regular throughout the years, but only one other Final has come his way, in 1966, and he will tell you the exact date if you ask him! I have always felt that if given a well maintained and competitive car, his sheer nerve and driving ability would take him to the top of the tree without question.

It's 613 — It's Ray Lines!

Ray Lines pictured after a race win at St. Austell last season

Ray has been active in many parts of the sport, and is currently working as Clerk of the Course at Bristol. Many of you will remember his success in reopening Wessex Stadium in 1972, and recreating interest in the sport in Dorset that carries on now. He is full of ideas to promote the sport further, and will race anywhere if it will bring the sport to more people for their enjoyment. His current interest is a trip to Hartlepool to show the lads up North how we are doing down here, and he is an absolute joy to watch on shale tracks like Weymouth and Stoke. Although he is always seemingly totally disorganised in life as well as in his racing, Ray Lines is one of the true stalwarts of our sport, and long may he go on giving a lot of people pleasure.

Gordon Bennett

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14th, 21st & 28th at 7·30pm.

St. DAY

June 26th at 3pm.

READING

July 1st at 7·30pm.

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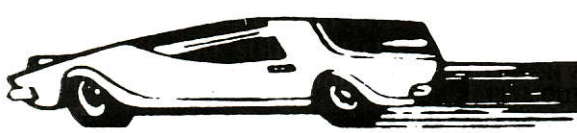


Readers Letters

Dear Sir,
As ardent stox supporters, we are writing to express our disgust at the deplorable behaviour of Neale Sillifant toward Wilf Blundell, at Smeatharpe, on Sunday April 24.
At the end of the Final, while the Red Flag was being displayed, Sillifant cut across the infield and attempted to put Blundell into the fence, after the racing was over. Blundell replied with a bumper to bumper contest and after the cars had ground to a halt, he went across to shake Sillifant by the hand, but Sillifant ignored this gentlemanly gesture.
It was, however, his behaviour in the Grand National that was really deplorable, hanging back waiting for Blundell and just cutting him off, by driving across in front of him, on the pit bend and continuing to do so on the infield. He had no intention of racing, nor of using his bumper, which after all is what the sport is about. The result of this 'fiasco' was as we all saw, a pile up between the two cars on the Bottom bend, with Sillifant trapped in his car and the incredible sportsman Blundell pulling him out. According to Formula 2 Review No. 12, Sillifant 'accepts all the knocks and gamesmanship of the circuits with philosophical good humour'. On Sunday he displayed contempt toward Blundell, the Rules, and the Sport. The man from the 'Isle of Man' took it well. We didn't. We trek miles through all winds and weathers to see stock car racing, a superb sport. We do not go to see 'vendettas' between drivers.

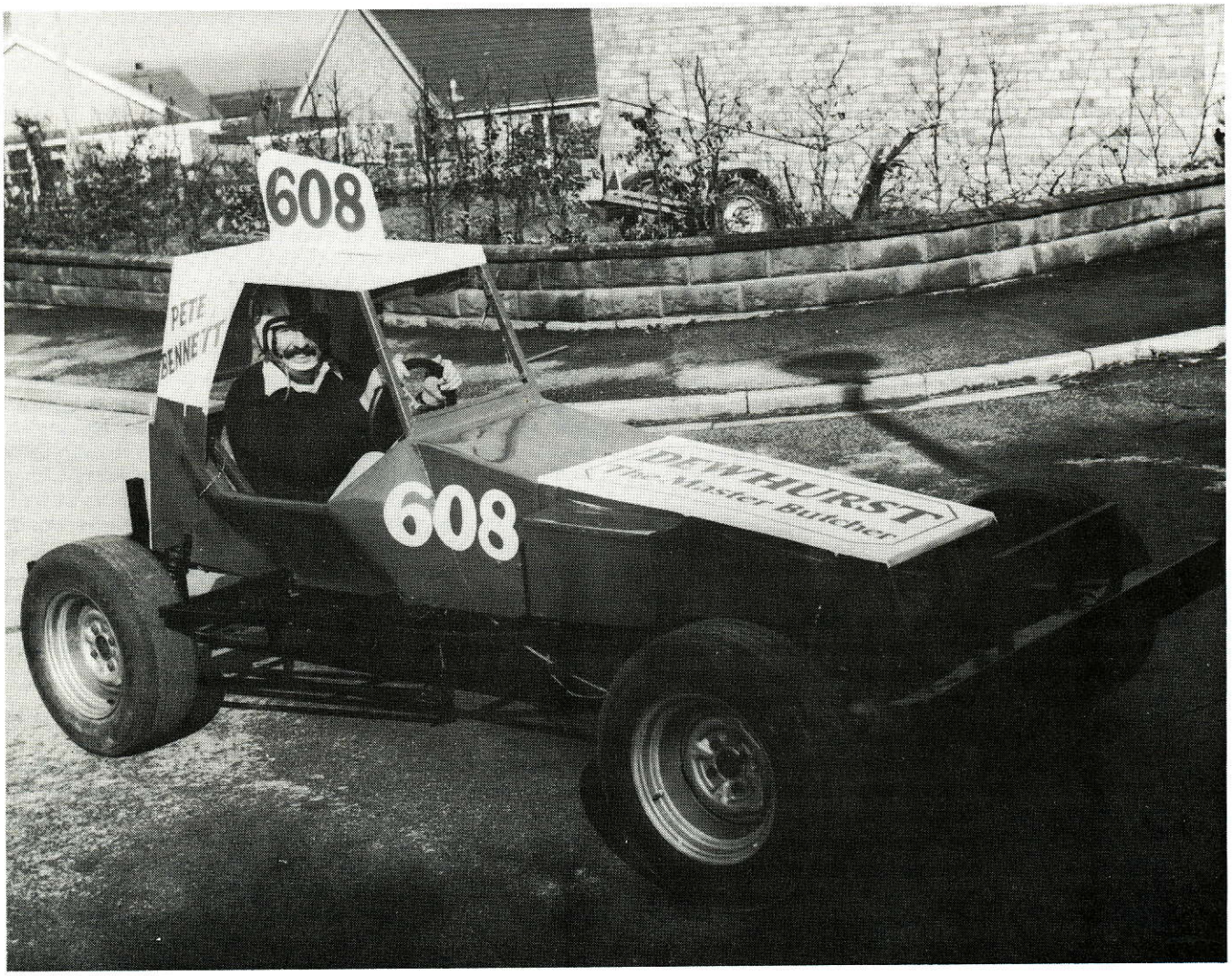
Yours sincerely, Terry Butcher, Bernard Ackland, Barry Henley, of Milborne Port; Adrian Burton, Wincanton.

Dear Sir,
In the midst of all the words flying about in the Supporter and FII Review, may I, as an ordinary fan, put in my word?
Son Stephen (age 12) and I are keen Stock Car Supporters, naturally living here, most of our spectating is at FI meetings and we thoroughly enjoy our Sport. However, as Stock Car Supporters we also enjoy FII racing, regrettably very rare in the Midlands. We have seen FII in the West Country last year on holiday and will be heading for Devon this year on holiday. We have also attended all FII meetings that have been held at Brafield. What utterly appals us is the slanging match between the two sections of one Sport. Please can we not forget the insults and ridiculous statements and get down to trying to present a unified image for BRISCA Stock Cars?
The Review, which I subscribe to, in order to keep touch with the FII scene is not blameless. It carries an article in the May edition calling FI 'Boring' and using words like 'Tractor Racing'. This may be good copy, but it helps no one. Both sections of the sport are enjoyable spectacles in their own right. The racing is different and cannot be compared.
Please let us not have this slanging and insults so unjustly levelled at some great drivers and entertainers who produce and race some great cars.
Very few of us want to see wrecking but we do want to see *contact* racing and use of the bumper to move a stubborn opponent.
I enjoyed thoroughly the FII meeting at Brafield and hope to see the top West Country lads at the 100 car meeting. What a day that could be if it comes off.
Please go on working for a *unified* FII scene and go on converting people to a great sport by track performances that cannot be ignored.
Yours faithfully, M.Harrison, 8 Webb Road, Raunds, Northants.

Well said, sir. Pete Osmond has sore patches on his legs and is repentant! *Ed.*

Dear Sir,
My only previous experience of Formula Two racing has been at Brafield and Stoke, and, living in the heart of FI land, the coming of F2 to Nelson, Rochdale and White City has swept a breath of fresh air over the, sometimes persistently, stale FI meetings.
I had, of course, heard of Johnny Sparks, Wally Breakspear, Ron Innocent and the like in the mid-sixties, but it was at Brafield they were good . . . very good. I especially recall the way Batten, in the VW-bodied car, seemed to me to almost make 90-degree turns to avoid the slower racers! August 1975 found me at Wembley to see Dave Brown win the World Title and 1976 saw me visiting the Stoke oval which, in my opinion, did not show the 2's at their best.
New Years Day at White City, and one race was on the programme as being F2. Since the tarmaccing of this formerly very bumpy track I had often had visions of Wilfie, Bill Batten and Co. belting round this now smooth track, but obviously we had to find some drivers residing in the North-West before regular meets could take place. 1st January was the beginning of a breakthrough, and, although the F2 drivers, except Wilfie, were still driving under the TrackStar banner with wierd numbers mostly under 400, we were promised a full seasons F2 racing at the three tracks under The Mike Parker Empire. I purchased my very first copy of F2 Review at the April 30 White City meeting, and noticed that in the Top 60 page, you mention that "some Northern meeting results have not yet been obtained, and points do not appear". There have been three meetings to date in the North-West. At the moment though, apart from the first White City meet, the meetings have been run as all cars appearing for three races, the Trophy winner being the driver with most points scored.

Kindest regards, Fred R. Fletcher, 222 Chapman Street, Gorton, Manchester.



The Butcher from Redcar, in his red car . . . Dewhurst butcher and stock car enthusiast Peter Bennett, of Redwood Drive, Saltburn, in his Formula II car, which is being sponsored by Dewhurst.

MEETING REPORTS AND RESULTS

St. Day

Narratives used to describe this, the most western venue for stox, are many and varied. I always find it different, often amusing in some ways, but always a very demanding track for competition. I can think of no one who has ever dominated St. Day, possibly because no one has had that much luck. I found my mate, Formula 2 No. 1 commentator, mildly unamused at working out in the fresh air, because local vandals had demolished his "box".

Racing, ah well, now that was something else. Heats and consolations were relatively straight forward affairs. Bill Batten although almost getting taken out twice, drove with a certain gusto, to eclipse all in sight in the first. Moore 582 put up a spirited display in heat two to collect the cloth. Colin Higman, didn't have a great deal to do in the consolation but did what was to be done with a certain crisp calmness.

The Final was one not to be forgotten easily. As the early laps passed, Goodman led Batten and Higman through the pack, Moore and Bunt tangle stopping all but Bill and Colin. Roy rejoins now almost a lap down, and fighting to get back with it. Rolled Pork as Alan Eastment goes over onto his roof on the top straight and somewhat hesitantly out came the red. Alan was out and happily okay, the car I suspect looking worse than it really was. From the beginning again Roy, Bill, Colin through the pack, Bill and Colin pass Roy, Colin passes Bill, oh no it's flying chicken but Sid lands right way up and fit. Bill clouts a barrel on his way inside Colin and so it was to be 667, 778 and then 800, but Bill only had to blink and that could have so easily changed.

Les Palmer, driving a neatly re-painted car, failed to put a wheel wrong in the national, and despite some determined bids Roy could not pass strong-willed Sid Collings and although close all the way, that was the finish.

Barry Newnham

Pos.	*Heat 1*	*Heat 2*	*Consolation*	*Final*	*G.N.*
1st	667	582	778	667	528
2nd	800	607	547	778	656
3rd	528	628	640	800	800
4th	784	656	792	628	686
5th	553	530	550	607	607
6th	595	527	624	553	784
7th	586	587	–	530	547
8th	688	686	–	686	628

Hartlepool

Hartlepool 20 March 1977

Some fourteen cars started with new white top but for many years a 'banger' driver, Peter Wright 694, snatching an immediate lead. Frank Horner 556 now a blue (the only N.E. blue) in his smart self built racer, soon carving through. John Moore 560, was going like a train. Carl Lumley 544 who had some very smart body mods to his car, was driving very maturely. It took 556 right to the closing stages to take the lead and first blood of the year. Track champion Tony Beadle ended his participation for the weekend with a damaged car.

Heat 2

With the new lads taking it carefully, they were all out again. This time the Lisle Hobson (now 707 but that's another story). Front Row Scorcher title is definitely now Peter Wright's. He had the feel of the car now and away he went. John Moore trying hard and Frank Horner too hard as he was involved in various half spins and collisions. Carl Lumley was again holding his own with consistent runners Bob Shipman 596, and Dave Walton 555 always there. With 5 laps to go John Moore was pressing Peter Wright but couldn't get passed. Then with two laps to go 560 pushed 694 wide to take the lead. Then John Moores engine began to tighten and he eased up to be re-taken by Peter Wright. The ever consistent Dave Walton came third.

Heat 3

Although not a full F2 meeting, three heats were run. Alas, it was a depleted field which made the third heat. It was for Frank Horner to take it, but he got himself into all sorts of bother. An engine misfire didn't help too much. So White Top Peter Wright stole the show good and proper with two wins in his first F2 meeting. A notable third was another White Top, Carl Lumley 544.

Pos.	*Heat 1*	*Heat 2*	*Heat 3*
1st	556	694	694
2nd	694	560	555
3rd	560	555	544
4th	555	556	596
5th	596	596	521
6th	544	544	612
7th	584	711	556
8th	711	602	—

Hartlepool 10 April 1977

Heat 1

This was a different kettle of fish to the last meeting. No less than 23 cars and another big crowd. A good sprinkle of rain made the track greasy and the racing spectacular. It was also beginning to look like F2 with a dozen whites, eight yellows, two blues and a red top. With so many cars at the flag drop, the back lads had to really get a move on. There was pushing, spinning, barging, in fact just like F2 West Country style. Eddie Raynard first time out in his self built car had his front suspension modified, Tony Beadle 572 had further bad luck with a fence visit and with Bob Shipman sticking out of the Museum Bend 707 Lisle Hobson and 566 Alan Ord tried to squeeze through a one car gap. Frank Horner drove a tremendous race, battling through all the cars to take first, just ahead of 560, John Moore with the visitors taking the rest of the points.

Heat 2

17 cars left to do battle and the faster drivers were pressing on. With Peter Wright 594 up front they knew they couldn't linger. Frank Horner 556 found the fence, not much damage but out of contention. John Moore 560 blew his engine. It was Dave Walton and red top visitor 704 who eventually were pressing Peter Wright 594. A little bit of inexperience was shown (we call it brain fade!) when Peter, at half-distance clipped a kerb and executed a hair-raising upside down into the fence sideways manouvre. As his petrol tank split and the corner was liberally dosed with petrol the race was stopped. Peter was shaken but not stirred. The race was subsequently abandoned as the car was wedged and a danger. And so Dave Walton won and started what turned out to be a very successful weekend.

Heat 3

Down to about 15 cars but still a strong field if you're at the back.

Hartlepool Promoter who has a very smart car in stadium colours was out of luck again with engine troubles. The Ex Ian Illman car was fed up of its driver and took off on its own, with its driver marvelling at its handling. One can understand how you go so fast in the West-Country with cars like these. So Lisle Hobson 707 and Bob Shipman 596 began a race long dice which brought them right through the field. Although our red top visitor 704 and Dave Walton had the first two positions sewn up. 544 Carl Lumley was there again in 5th and will make yellow before too long and another white top Alan Ord 565 was rewarded with 6th.

Pos.	*Heat 1*	*Heat 2*	*Heat 3*
1st	556	555	704
2nd	560	704	555
3rd	704	711	596
4th	744	556	707
5th	708	708	544
6th	544	596	565
7th	711	707	708
8th	608	544	678

Aycliffe

All N.E. based drivers out at Aycliffe. One or two not recovered from Hartlepool the previous day but 17 cars nevertheless. John Moore 560 after a 4 am engine rebuild due to holing the sump in the paddock! at Hartlepool had it go again, so that's two in 3 meetings, phew! The ex Lisle Hobson ex G. Bunter car was out in a different body and looking very up to date, Aycliffe has long straights and short sharp corners and causes havoc with gearing and varying speeds on the straight. Being also a narrow track there are a fair amount of tangles. The flag dropped and the pushing and barging commenced. A fast knot of Frank Horner, 556 Tony Beadle 572. John Moore 560 and Dave Walton 555 were locked in a tremendous struggle until coming out of the pits bend John Moore went inside Eddie Raynard 550 and Eddie pulled over. Unfortunately Frank Horner 556 was pulling outside and ran over 550's back wheel going into the fence roof first. Frank was out quick but his car caught fire. In the melee Bob Shipman 596 and Lisle Hobson 707 nipped through to cross the line as the red flag came out with Dave Walton in the lead. Carl Lumley 544 ended with run bearings.

Heat 2

With Frank Horner out for the rest of the day Lisle Hobson 707 from front row last season to back row this was in an uncustomary position. John Moore 560 and Dave Walton 555 made very fast starts and were soon through the whites. Bob Shipman 596 and Lisle Hobson 707 were following. Peter Wright 694 (or Super White Top) was having intermittent fuel starvation. Tony Beadle 572 was also in trouble with his new car, didn't want to use all four cylinders.

John Moore 560 looked to have it when his engine digested a plug and Dave Walton took first. Water on the Scrapyard corner caught Bob Shipman out while Lisle Hobson 707 seeing the escapade backed off and was immediately shunted but the handling of 707 saved the situation and netted third. Eddie Raynard making up for the previous race got 6th.

Heat 3

A bit funny this heat as everyone was trying but not getting anywhere. Maybe they were all tired. Dave Walton made it three in a row while John Moore 560 kept his engine together for second. Lisle Hobson got in a mix up with Peter Wright 694. Having seen Peter at the track side twice assumed he was one lap ahead but wasn't and so lost a place. Pays to keep trying!

Pos.	*Heat 1*	*Heat 2*	*Heat 3*
1st	555	555	555
2nd	596	560	560
3rd	707	707	596
4th	631	596	694
5th	544	550	707
6th	627	602	631
7th	602	–	602
8th	579	–	–

St. Austell

Plenty of exciting incidents made the large crowd at the Cornish Stadium forget the cold on Good Friday but the stock car stars were not so happy at providing the majority of spills.

For once it was the drivers from the lower grades who took the honours and none was more pleased than veteran Sid Collings of Callington. He got to the track only to find his car in need of repair. He reloaded it onto his trailer and drove to the St. Blazey Service Station where he welded the vital parts. He returned in time to finish fourth in the second heat and went on to win the Easter Trophy Final.

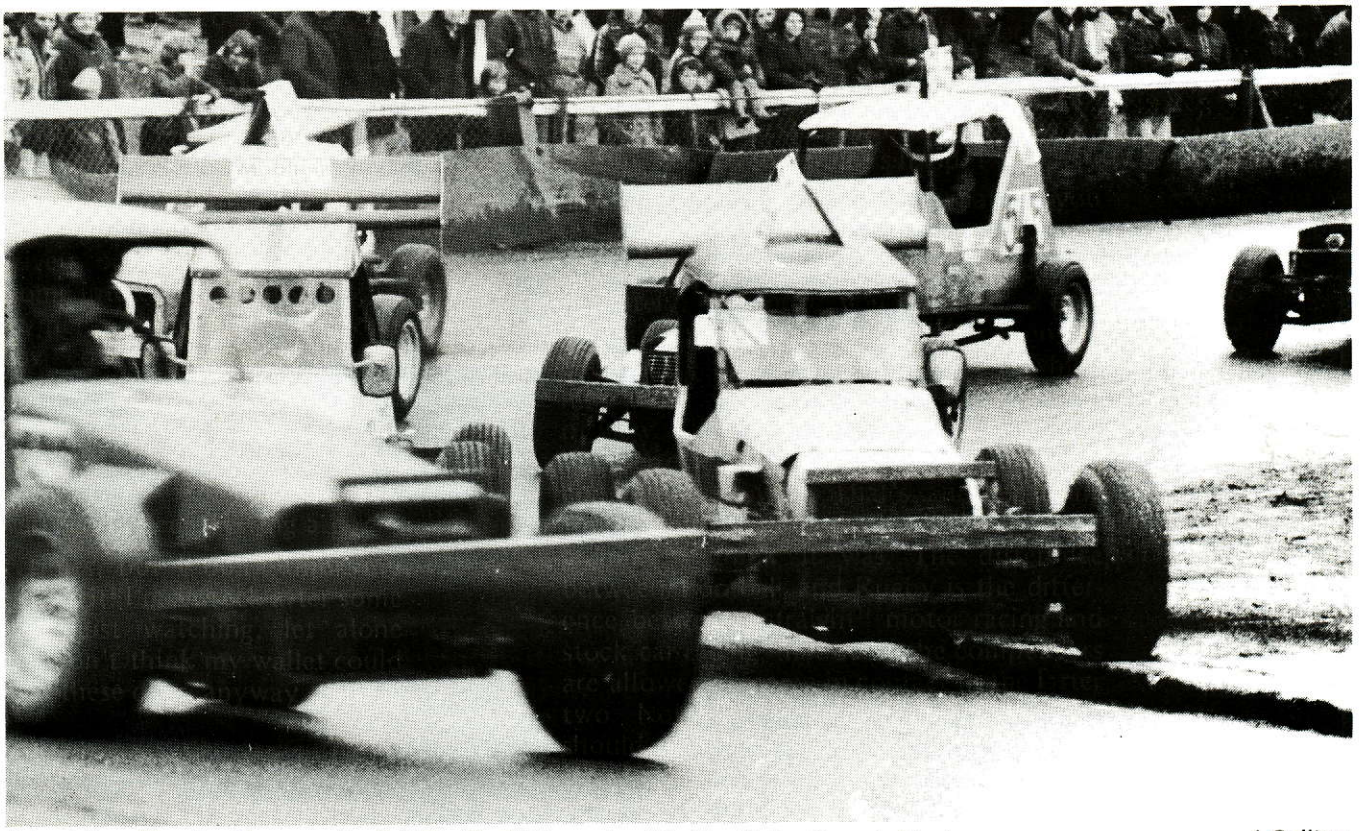
World Champion Colin Higman of Liskeard won the first heat without a great deal of trouble.

But the second heat was a tremendous race in which the lead changed hands six times, with Roy Goodman of Taunton and national points champion Bill Batten of Liskeard getting into all sorts of trouble and then Graham Bunter of Templecombe passing Batten on the last lap to take the chequered flag.

Former World Champion Dave Brown of Looe driving Martin Farrell's car had an easy ride in winning the consolation but in the Final he caused quite a few problems when he "over-cooked" it. On the first lap Neale Sillifant crashed into the fence and a number of crashes not only reduced the field but made it difficult to decide which car was in which position. But all the way from the fifth lap Collings was in front. It looked likely that Batten would overtake him having lain second for five laps but on the 10th lap he went out with a broken wishbone.

Gil Griffin

Pos.	*Heat 1*	*Heat 2*	*Consolation*	*Final*	*G.N.*
1st	778	728	770	656	778
2nd	553	667	527	728	547
3rd	784	800	587	547	728
4th	686	656	624	688	607
5th	607	640	628	530	686
6th	547	652	–	527	640
7th	562	587	–	640	–
8th	688	530	–	607	–



Bristol New Mendips Raceway April 10th; World Championship Qualifying Round, Final. *J.Galliers*

Bristol

10th April 1977

Once again the Mendips raceway greeted us on a damp Sunday afternoon, making for slow careful racing.
A fairly good turn out of drivers, including visiting red top from Spalding Lincolnshire 630 R. Parker provided the action.
Heat one gridded Bill Batten and Wilf Blundell, along with three other red roofs. Bill soon stamped his authority on the racing mastering the wet conditions well, with Blundell dropping out early on with engine problems. 586 Vic Michell drove a very good race, and came second to Batten with 542 Brian Holmes a good third, 'both white top drivers'.
Heat two provided a bit more action, with some very good battles with Dave Brown, Graham Bunter and Sid Collings, Ian Illman never looked like being caught except for in the closing stages when he slowed down. Roy Goodman had a race long battle with his car trying to get it to do the right things but he failed and pulled out.
Twenty cars out for the consolation, three reds and four blues, included. Wilf Blundell stormed away and looked to be leading comfortably with 516 hanging on in the wet. 800 was going better but still fairly slowly. Suddenly Wilf was caught 'Mirror' watching, and ploughed into a stationary car on the top bend; so great was the impact that the chassis bent, and the wheels weren't where the wheels ought to be. 630 was showing everyone how to hang the back out whilst Roy spun a few times. Norman hung on and finished first just ahead of 573 and 532.
The Final was ruined by the weather, just as it started the rain came down again, and wet weather master 667 was away. Graham Bunter had gone thro' the pack quickly with 532 and 583 just ahead, Bill had soon surged thro', and after a brief battle with 583, took the lead. Roy Goodman was having a bad day, and Batten lapped him three times before taking the flag. Roy never even got a place. 583, 728 and 784 tussled all the way and eventually finished in that order.
The Grand National was another scalp for 628 Kevin Stack, who just made the line ahead of 728 Graham Bunter.
So there we are, a meeting that promised so much but offered so little due to the adverse weather that seems to bug Mendips all the time.

Pete Osmond

Pos.	*Heat 1*	*Heat 2*	*Consolation*	*Final*	*G.N.*
1st	667	784	516	667	628
2nd	586	583	573	583	728
3rd	542	728	532	728	547
4th	553	656	800	784	656
5th	547	628	518	630	532
6th	545	652	630	542	630
7th	527	589	504	656	604
8th	604	688	710	547	589

Northampton

The return of BRISCA's little 'uns didn't exactly have the crowds flocking through the turnstiles. Nevertheless, those present were treated to reasonable racing, though bumper work was not entirely the name of the game; the wide expanses of tarmac making it easier to nip by rather than push. Seventeen made up heat one, Dave Walton (555) soon taking over from Alfie Vowles (518) and not being challenged from thereon. First star home was Robin Randall (662) in third behind John Moore (560).
Though it looked like Roy Goodman (800) was to fight Bill Batten (667), after a few laps Batten was away to take the twenty car second heat by a good half lap. Roy took second, white-top Chris Butler (632) next, with Graham Bunter (728) fourth, after an early crunch which lost him much time.
Sid Collings (656) soon had the consolation sewn up. He was involved in a to-do with Wilf Blundell (75) in heat one and finished outside the placings, though Wilf did well to finish fifth. Roy Dyke (532) came in not far from Sid, with Tony Hooper (627) third.
All lined up for the Brafield-type clutch start with the cars lined in their grades at quarter intervals round the track. Flashing Amber . . . Green . . . and go! Sid was away with Wilf, from the front of the reds, chasing hard. Sid soon was leading, with Wilf making ground. Points champ Batten, having started from the back, and also damaging his steering in a collision, had understeer and handling problems. yet he was working through and gaining on the leaders. A coming together on the grandstand bend eliminated many runners and blocked the track. Sid cut grass, and struck stationary car, putting him out of the running too. Batten was too far back to challenge, so Wilf was left to take the honours. Though he had already overtaken Sid, the determined blue-top certainly tried to get back the lead, but had put himself out. A sad end to a great drive.
Twenty-eight fielded for the Grand National, including Wilf, a whole lap down. Batten soon took the lead with Goodman holding second, Bunter followed up his final third with another, and Wilf coming back to fourth. All in all, quite a good afternoon's racing.

John Penny

Pos.	*Heat 1*	*Heat 2*	*Consolation*	*Final*	*G.N.*
1st	555	667	656	75	667
2nd	560	800	532	667	800
3rd	662	632	527	728	728
4th	704	728	750	800	75
5th	75	630	723	574	686
6th	686	753	542	630	574
7th	613	650	694	632	556
8th	653	574	556	555	723

Northampton Stadium. Ever jubilant Wilf Blundell on his Victory Lap. *B.Jeffs*

Taunton

With the dawning of a new season for stock cars at Smeatharpe came not only some terrific racing, but some real hairy spills as well. Long since have all fans come to expect great racing from fine entries of cars at Smeatharpe and Roy Goodman certainly opened 1977 with the best of both.

Heat One fielded its share of better known drivers as well as some interesting beginners. From the beginners it was Kevin Stack that led it early on until a mere twitch of rear end wide, led Sid Collings and Bill Batten past. These two then had a race all on their own until lap 13 when Bill took it up and stayed there to the flag.

Second Heat, early leader Alan Eastment another comparative newcomer, deserves all praise, only to let Taylor, Higman and Goodman past to take a well earned fourth place. Never detracting from Brian Taylor's neat drive to win whilst Ray and Colin Higman sorted out second and third.

When the consolation lined up, a nice lower grade race, I mused that if Les Palmer went as well as his car now looks he should do it. Ray Hill in 624 led until he almost cooked it on lap 5 and then David Bunt slipped past. Palmer was driving neatly and tidily, in a style far removed (hopefully permanently) from past memories. Picking past the places and on lap 13 passed Bunt to lead it home.

Hectic, one word that describes the Final. Cars seemed to be in and out of the fence in great style. The lapscorers must have had a nightmare – I lost all but Billy and Colin completely, and no doubt this was the cause of some consultation to verify the result. Brian Taylor and Neale Sillifant were but two that went out and rejoined Goodman permanently, but all in all one hell of a scrap.

Barry Newnham

Pos.	*Heat 1*	*Heat 2*	*Consolation*	*Final*	*G.N.*
1st	667	547	528	667	778
2nd	656	800	595	778	604
3rd	75	778	652	532	628
4th	607	688	586	688	516
5th	784	527	518	530	800
6th	686	530	545	784	688
7th	532	516	589	547	509
8th	628	604	587	607*	645

* Result as concluded after steward's enquiry.

Long Eaton

Long Eaton Results
9.4.77

Pos.	*Heat 1*	*Heat 2*	*Heat 3*
1st	630	800	800
2nd	800	630	630
3rd	572	572	572
4th	732	542	–
5th	532	732	–
6th	542	567	–
7th	654	534	–
8th	625	543	–

Newton Abbot

11 April 1977 Easter Monday

Two slightly tame heats and consolation led up to an extremely interesting Final, on a damp and very slippery track at the Racecourse. Ian Illman took the first, Bill Batten the second, with Les Palmer just beating novice Graham Jude (640) in the closing laps of the consolation.

An early crunch on the pits bend eliminated some and delayed many; one of whom was Billy Batten. Dave Brown, now down to yellow top, got up an enormous lead in the ex-Howard Cole car (now bedecked with aerofoil) and Batten whittled it away to take Brown in the last couple of laps. A good display of stox mastery by the points champ in what was by then atrocious conditions.

Kevin Stack led virtually start–finish of the Grand National. Only star to make an impression was Garry Hooper, who came in at two, even though some way down on Stacky.

John Penny

Pos.	*Heat 1*	*Heat 2*	*Consolation*	*Final*	*G.N.*
1st	784	667	528	667	628
2nd	778	582	640	528	686
3rd	547	656	586	583	528
4th	583	800	527	656	607
5th	728	686	532	800	800
6th	628	607	595	628	784
7th	652	530	773	784	530
8th	688	573	589	547	547

The Webbington

FORTHCOMING ATTRACTIONS

Cabaret

22nd May to 28th May **ROY WALKER** – Comedian. **MAYNARD WILLIAMS** – Singer.
29th May to 4th June **THE MEDIUM WAVEBAND. AL NICHOLS**
5th to 11th June **YAKITY YAK** – Comedy Showband. **CABBIE** – 2 boys and a girl.
12th June to 18th June **LAUGHING STOCK. WILLY**
19th June to 25th June **RUTH & RUFUS REGAN**

For One Night Only

26th May **KENNY BALL AND HIS JAZZMEN**
9th June **THE DETROIT EMERALDS SHOW**
23rd June **GEORGIE FAME and the BLUE FLAMES**

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The Webbington Hotel and Country Club
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Tel: Edingworth 491

White City

White City Results 9.4.77 "Spring Classic"

Pos.	*Heat 1*	*Heat 2*	*Consolation*	*Final*	*G.N.*
1st	75	667	110	75	
2nd	753	704	657	667	
3rd	194	527	745	733	
4th	731	530	799	753	
5th	503	733	205	503	
6th	701	686	205	530	
7th	752	110	–	704	
8th	799	462	–	657	

White City April 30th "Trafford Trophy"

Pos.	*Heat 1*	*Heat 2*	*Heat 3*
1st	656	667	667
2nd	686	75	656
3rd	733	656	728
4th	206	753	753
5th	527	750	206
6th	750	206	686
7th	574	733	750
8th	521	527	733

Trophy Winner: Sid Collings (656)

CLASSIFIED ADS.

WANTED for Smeatharpe Stadium; trainee lap scorer. Contact Roy Goodman, Fairview, Honiton Road, Churchinford, Taunton, Somerset. Churchstanton 437.

LOST between Northampton Stadium and Melksham on April 17th, four foot chain and tensioner from trailer of stock car 589. Reward waiting. Rob Lockwood, 37, St. Michaels Road, Melksham, Wilts. Tel. Melksham 703070.

Belated but sincere regards on the 21st Birthday of Vicki Osmond, charming wife of contributor Pete, who's birthday fell on May 1st. From all of us at Review –

HAPPY BIRTHDAY!

Ton up at Northampton

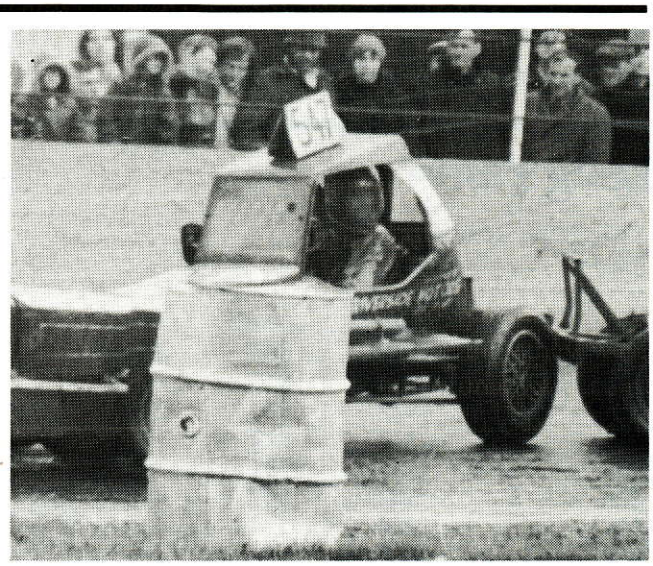
If ever there was any doubt that the proposed 100 car meeting scheduled for Northampton Stadium on June 12th would not take place it was instantly dispelled after the terrific support that the Stadium received on its opening FII date on April 17th. Thirty nine cars turned up, (thirty seven actually took part) and provided some first class racing, despite the fact that many of the drivers involved had no previous knowledge of the circuit. It was a truly National turn-out, with drivers from North, South, East and West pitting their skills against each other in a vast variety of cars and styles.

After such a response, Promoter John La Trobe had no hesitation in finalising the schedule and going ahead with the details to turn the 100 car meeting into a solid fact. Its on, and every driver who is registered with BRISCA is to be invited to appear regardless of grade or experience. Northampton are now convinced that they will achieve their aim of 100 cars plus. The Grand Final will be worth at least £100 to the winner and to get their hands on the cheque, each man will have to compete through a series of qualifying heats, consolations and semi finals. The format is based on the already successful meeting for FI cars and should provide a feast of thrills. Take note: there will be at least twelve races, all for FII cars, no back up formula's at all. There will be trophies for all race winners, a super trophy for the Final, whilst any drivers who fail to get to the big race will not go short of a chance to show his skills.

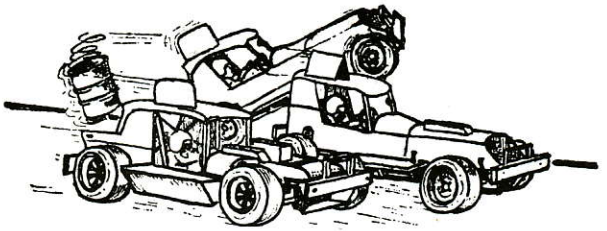
This event is the biggest thing to hit BRISCA FII racing for years, a chance to hit back hard at the un-informed 'knockers' of FII stocks of which much has been heard lately. Make sure that you play your part in making this one a huge success. Remember the date and place . . .

June 12th, Northampton Stadium 2.00 p.m. start.

We regret, due to unforeseen circumstances, *Hot Rod Focus* will not be appearing this month. But Fear Not! Hot Rod Fans – Bird's Eye will be viewing again next month.



5 STAR PROMOTIONS
Roy Goodman
PRESENT



FORMULA 2 STOCK CAR RACING
at SMEATHARPE STADIUM
TAUNTON

SUNDAY JUNE 19TH AT 3.00 PM

Photographs used in this magazine may be obtained from:

Brenda Jeffs, 47 St Michaels Rd., Northampton

John Galliers, 53 Ashmead, Trowbridge, Wilts

Ray Roberts, 8 Pendragon Road, Liskeard, Cornwall

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I. J. Vaughan, see Editorial, Page 1.

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